

MERRY



MONTANA AERONAUTICS DIVISION



CHRISTMAS

VOL. 28, NO. 11.

MONTANA AND THE SKY

DECEMBER, 1977



BUTTE AIRPORT MANAGER RETIRING

On December 31 Art Korn will retire as Airport Manager of the Bert Mooney Silver Bow Airport. Art came to the airport as Manager in June of 1965 and has served the county well for over 12 years.

During his term as Manager, Art has been active in the Montana Airport Management Association, Lions Club, Boulevard Volunteer Fire Department, and is currently Secretary-Treasurer of the Montana State Volunteer Firemen's Association.

Following his retirement, Art and his wife Marge hope to spend some time in

Arizona. He also hopes to have time to do more hunting and fishing in Montana, and will continue to serve the State Volunteer Firemen's Association.

Angelo Petroni will serve as acting Airport Manager at Butte until a permanent replacement is appointed.

We wish Art and Marge the best of luck in the future.

REGISTRATION

PILOT

Applications for pilot registration have been coming in rapidly. If you have not mailed yours, remember the 1978 registration is due January 1. If you want a chart (\$2.00), Directory \$1.00 for the cover, \$1.00 for the insert), or annual subscription to this newsletter (\$1.50) don't forget to include the appropriate amount with your \$1.00 registration fee.

AIRCRAFT

The new aircraft registration legislation gives you until March 1 to register your aircraft. The new forms will be in the mail as soon as they are received from the printers. Your aircraft taxes have to be satisfied and that fact so indicated by the county assessor or treasurer, whichever is applicable, on your aircraft registration form before we can register your aircraft.

REMEMBER late registration will cost you \$100.00 Please register on time and save us correspondence and yourself extra money.

LEWISTOWN LAUNCHES TELEGRAM CAMPAIGN

Lee Baker, Chairman of the Aviation Committee for Lewistown's Chamber of Commerce reports that Lewistown is spearheading a committee to prevent the closure of flight service stations.

In an effort to prevent further part-timing and closures of Montana flight service stations, a telegram campaign has begun, to be climaxed by a meeting with the Director of the FAA, Langhorne Bond, the week of January 30.

All pilots are urged to accompany the group to Washington, D.C. for the meeting with Mr. Bond. For further information contact your local MPA hangar, or Lee Baker, 216 NE Main, Lewistown, MT 59457. Phone number 538-5468.

NEW FLYING SERVICE AT ENNIS

Cedar Mountain Aviation Services is now open at Big Sky Airport near Ennis.

Cedar Mountain offers 100/130 av gas, tie downs, and hangar rental if needed.

Bob Kauffman, formerly of Big Sky Piper, is the owner/manager of the new facility.

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of the**

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THUNDER'S  HELENA

The most valuable gift you can give
another is a good example.



CALENDAR

January 1, 1978—Pilot Registration due.

January 1, 1978—Aircraft Registration due.

January 23, 1978—FAA Rocky Mountain Golden Sentinel Team, Miles City.

January 24, 1978—FAA Rocky Mountain Golden Sentinel Team, Glasgow.

March 1-4, 1978—MATA Annual Convention, Heritage Inn, Great Falls.

**ADMINISTRATOR'S
COLUMN**



I attended the Lewistown MPA meeting on November 28. The main topic of discussion was flight service station cutbacks and closures.

The Lewistown Chamber of Commerce and MPA are soliciting support from the entire Montana aviation community and Chambers of Commerce of those cities whose FAA flight service stations may be affected, in joining them in a trip to Washington, D.C. to meet with the Montana Congressional Delegation and Langhorne Bond, Director of the Federal Aviation Administration, to express their strong opposition to flight service station cutbacks and closures. The trip is tentatively planned for some time in January.

I wish to congratulate Morris Rudio, state President of the MPA, on a successful attempt to reactivate the Billings hangar of the MPA. I also wish to congratulate the new officers whose active support made this possible. The new officers are: Ray Curtis, President; Bob Hector, Vice President; Deanna Odegaard, Treasurer; Dorothy Craig, Secretary; and Orval Graham, Director.

I plan to attend the Montana Airport Managers Association meeting Great Falls later this week. The Aeronautics Division has many items of common interest with MAMA, which will be discussed at this meeting.

One of our major items of interest is general aviation access to terminal buildings. The aeronautics Board has gone on record as strongly supporting adequate general aviation access to all

airport terminal buildings in the state of Montana. The Board has mandated that the Aeronautics Division take an active interest and implement whatever action possible to assure this goal is achieved in Montana.

I wish to congratulate Art Korn, Butte Airport Manager, who is retiring on December 31. Art has been the Butte Airport Manager since 1965 and will certainly be missed by all of his aviation colleagues throughout the state. On behalf of myself and the Aeronautics Division, we wish Art well in his years of retirement.

In reference to many comments regarding the Aeronautics Board's recommendation not to spend Aeronautics Earmarked Revenue funds for a new hangar, due to existing vacancies in other state owned hangars, we are happy to report that we have been successful in reaching an agreement with the Highway Department and Fish and Game Department to lease hangar space which was not previously being utilized for aircraft storage.

I would like to wish everyone a Merry Christmas and safe flying for the New Year.

**SPECIAL N
NUMBERS FOR
AIRCRAFT**

FAA has proposed ending the issuance of "on request" N numbers because of the increasing workload at the Aircraft Registry in Oklahoma City. According to officials in Oklahoma City more than 900 requests for specific N numbers were researched and reserved during a two-month period, while another 600 were researched and could not be assigned because they were already issued.

There are approximately 915,000 possible number and letter combinations, of which about 225,000 have been assigned and an additional 30,000 reserved. FAA charges a \$10 fee to issue a special number which covers research costs, however, the fee is returned if the number is not available.

If you wish to comment on the proposal, the deadline is January 6. Mail to FAA, Office of the Chief Counsel, Attn: Rules Docket (AGC-24), Docket No. 17331, 800 Independence Ave., S.W., Washington, D.C. 20591.

CENTERLINE

By: Jim White, Chief
Air Transportation Bureau

—Pilots and Controllers share blame for crash of Lear 24

The NTSB has concluded its investigation of the fatal crash in the mountains near Palm Springs, California this year of a Lear 24. The Board determined that the probable cause of the accident was pilot misinterpretation of ATC instructions, controller failure to detect and appraise the crew that the route of flight was taking the aircraft toward mountains, and defects in ATC communications terminology. Much has been written about this accident in the newspapers and trade magazines, but the long and short of it is that there should be no doubt in a pilot's mind about his clearance. If there is any doubt or question at all, ask the controller. Make him work for you. That is what he is there for.

—Five Lockheed L-1010 aircraft made fully automatic Category III landings last month (all in one day) at Hartsfield International Airport in Atlanta, Georgia. Ceiling at the time of the Category III landings was reported at zero and runway visual range was recorded at between 700 and 1,200 feet. In Category III operations the landing is fully automatic even up to application of brakes after touchdown in some aircraft configurations.

—Extend the life of your radio.

With the advent of solid state radios in planes, extra care should be taken with this equipment. Some areas are:

1. Voltage transients (spikes) are created when an engine is started or shut down and can seriously damage transistorized equipment. Make sure radio gear is off before starting or stopping the engine.

2. High temperatures seriously degrade the life of such gear. An airplane parked in the sun can have cabin temperatures as high as 150 degrees. Cover your windshield or instrument panel, especially in the summer.

—Accident Report

The NTSB has reported on a single engine aircraft accident that occurred in Michigan in 1976, in which the occupants were seriously injured. The Board said there were four seat belts and five people aboard the plane and the aircraft was burning automobile gasoline—Nuff said.

—Here's a Dandy

A midair collision between a homebuilt biplane and a surfboard off the northern coast of Oahu is under

investigation by FAA. Officials said witnesses reported that a homebuilt Baby Great Lakes aircraft was flying within a few feet of the water recently and in the vicinity of a number of surfers. One of the surfers, seeing the aircraft heading toward him, told FAA he tumbled off the rear of his surfboard causing the board to shoot out of the water and strike the wing of the aircraft. FAA said the wing of the plane was slightly damaged, but the pilot landed safely. Perhaps more remarkable than the incident itself, are two telephone calls FAA received shortly after it occurred. One call was from the surfer who wanted FAA to do something about the pilot, and the other was from the pilot—complaining about the person who "threw" a surfboard at his aircraft.

SECOND AIR RACE BEING PLANNED

The First Annual "HELLOWEEN" Air Race from Great Falls to Jackpot, Nevada was such a success that the Great Falls Hangar is already planning next year's race which has tentatively been set for October 28, 1978. Already donated toward the prize fund is \$1,200, which could go over \$3,000 if the minimum of forty planes enter the 1978 race. They tell us several entries have already been received. More information and entry blanks may be obtained by writing to Patti Thompson, Race Chairman, 2824 Fourth Avenue, South, Great Falls, MT 59405.

SFO'S SITED IN MONTANA

By: Ted Mathis

No, an SFO is not something from outer space. It is instead an FAA abbreviation for Single Frequency Outlet. So what exactly are they? How do they work and where are they located?

A single frequency outlet is simply a VHF transmitter and receiver located on a mountain top or other advantageous point remote from an FAA facility such as a Flight Service Station or Air Traffic Control Tower. The SFO is connected to the FAA facility through the use of land lines. Often telephone company lines are used for this purpose.

Because aircraft VHF radio signals are line-of-sight only, these new SFO's

have greatly increased the air-to-ground communication capability between pilots and flight service stations in Montana. All of these SFO's are currently operating on a frequency of 122.2 which is a common flight service frequency in use throughout the state. The range of these SFO's depends, of course, on the altitude of the aircraft and its distance from the station.

Single Frequency Outlets in Montana and their locations are shown below:

SFO	Control Point
Wolf Point.....	Miles City FSS
Sidney.....	Miles City FSS
Gardiner.....	Bozeman FSS
Judith Mountain.....	Lewistown FSS
University Mountain ...	Missoula FSS

Flight Service personnel at Lewistown report that the new SFO on Judith Mountain allows them to talk to aircraft as far east as Glasgow, north to Havre and Malta, and as far southeast as Hardin. Although these points are located in other FSS service areas, it does illustrate the excellent range of the Judith Mountain SFO. Aircraft on the ground at the Gardiner airport can now talk directly by radio to the Bozeman FSS and Miles City FSS can now be contacted by radio by pilots on the ground in Wolf Point and Sidney. Miles City FSS personnel ask that when you contact them through an SFO to please give your approximate location. This allows them to select the proper circuit on their panel for better reception.

A new SFO is planned for the McDonald Pass area just west of Helena. This SFO will be connected to approach control frequency at the Helena Combined Station Tower. There has also been some investigation into locating another SFO in the Harlowton area.

FRONTIER ORDERS THREE MORE JETLINERS

Frontier Airlines placed firm orders with the Boeing Company for three new 737-200 jet airplanes for delivery in the fall of 1978. This is in addition to five new Boeing 737's previously ordered which will be delivered next spring.

Frontier said the new airplanes are needed to accommodate pending new route authority, as well as traffic growth on the airline's existing system, which embraces 18 western and central states and Manitoba, Canada.



Mike Ferguson



Jim White



Jack Wilson



Dave Kneedler



Liz McDonnell



Vern Moody



Sam Griggs

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Jim Bernet



Ted Mathis



Dick Baldwin



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Frank Fleisner



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AVIATION EDUCATION

By: Sam Griggs, Supervisor

I combined a charter flight with a visit to Billings West High School and the aviation class teacher, Morris Welchlin. Morris is a geology teacher by vocation and acquired his aviation background by attending a couple of our summer college teacher workshops. He has been teaching two aviation classes a year in Billings West High School for the past seven years. This year's classes number just under 50 students.

While at Jen's Flying Service on another charter I met a couple of other people interested in expanding the aviation horizons of young people. Don Hungerford, a teacher in the junior high in Great Falls, is interested in trying to talk the Director of Adult Evening Education into possibly letting him teach a pilot ground school for all interested people at night in the school system.

Major Dan Carson, Great Falls Montana Air National Guard, also a staunch member of the Experimental Aircraft Association, is trying to talk his neighbor, principal of one of the high schools, into introducing the building of a flyable airplane into one of the shop programs. What a wonderful opportunity for a group of dedicated youngsters to raise the money, then from the plans create an airworthy airplane. This would encompass the fields of blueprint reading the wood skills of a cabinet maker, the skills of a welder and sheet metal man, the fabric skills of a seamstress, the fluid skills of a plumber and pipe fitter, the engine skills of a mechanic, and the artistic skills of a painter.

PILOT FLIGHT PLAN

One of the free services the Montana Aeronautics Division has made available to registered pilots is the service of free long distance phone calls to the nearest flight service station for the purpose of checking weather and filing a flight plan.

It appears that this privilege is being abused by a few as some calls are much longer than necessary. This raises the cost of the program. If the cost gets too high, it will be necessary for us to drop this service which we feel is important for safe flight.

Please cooperate and call only the closest flight service station and keep your calls to the minimum.

Your pilot registration number is necessary to file a flight plan and your registration must be up to date. Your registration number is now coded so the flight service stations will not accept a registration number that is not current.

"TOTAL COMMITMENT"

By: Dale Uppinghouse
Accident Prevention Specialist,
FAA GADO 1

Total commitment is great when selling cars or refrigerators. It is a requirement when you decide to stop smoking or to convince your wife that you need a new airplane. On the other hand, total commitment to complete a winter flight might be the worst thing you can do. This is what kills pilots and passengers.

Accident investigators use a check list longer than a 707. There is flight control continuity, toxicology, pilot experience, weight and balance, trim tab positions, fuel selector positions, angle of impact, etc. Each of these is broken down into sub headings. It goes on and on. Regardless of first impressions, the full check list is covered. After all the blanks are filled, the probable cause is usually quite apparent.

All too often it is divided between the weather page and human factors. The weather page is the forecast and the observations available to the pilot before and during the flight. The investigator goes back through the weather office files, digs out the information, and studies it. It then becomes apparent what decisions should have been made about starting or continuing the flight.

We are into the holiday season and our commitments to be certain places at definite times seem imperative. We all hate to miss important business meetings or family gatherings. We get destination fixation. Please give the weather a complete and thoughtful going over before making your flight decision. If you do it, the NTSB won't have to.

DR. ALEX G. WEBB

We thought you might be interested in some background information on Dr. Alex G. Webb, who wrote the interesting article "Why Do Pilots Have Accidents while Drinking?" which was reprinted in our last issue from the Minnesota Flyer.

Dr. Webb is a native of North Carolina who graduated from medical school at the University of North

Carolina in 1955. He spent three years with the U.S. Navy. After leaving the Navy in 1958, he moved directly to Minnesota and engaged in general practice for ten years in western Minnesota.

In 1968 he returned to the University of Minnesota for further training and a year and a half later joined the Airport Medical Clinic.

Dr. Webb limits his medical practice to Aviation and Industrial medicine primarily. He is a senior Aviation Medical Examiner with the FAA. Corporations and industries served by the Airport Medical Clinic include the major airlines based in Minneapolis, the Metropolitan Airports Commission, the Department of Aeronautics, the many flight training schools in the metropolitan area, and other non-aviation related industries.

AIRPORT ELEVATION SIGNS

Bonzer Airport Elevation signs promote skyway safety just as the old Burma Shave signs preached highway safety. Remember the old Burma Shave signs? You undoubtedly do if you were traveling America's roads between 1925 and the 1960's. The popular red and white signs touted the merits of Burma Shave and preached whimsical messages about highway safety:

HE SAW

THE TRAIN

AND TRIED TO DUCK IT

KICKED FIRST THE GAS

AND THEN THE BUCKET

BURMA SHAVE

Or how about this old favorite:

DON'T LOSE

YOUR HEAD

TO GAIN A MINUTE

YOU NEED YOUR HEAD

YOUR BRAINS ARE IN IT

BURMA SHAVE

The signs probably prevented accidents simply because drivers had to slow down to read them!

In happy memory of those Burma Shave signs, and in an effort to promote skyway safety, Bonzer, manufacturer of radar altimeters, is once again offering free elevation signs to airports. The long-life, all-weather aluminum signs measure 14 x 20 inches and should be placed in the runway areas at both ends of the runway. The signs enable pilots to set their barometric altimeter and check the field elevation against the local barometric pressure so any errors can be spotted before takeoff.

Any airport wishing to order the custom-made signs may obtain them by writing to Bonzer and specifying the number of signs required and the elevation to be printed on each sign. (Since elevations vary at different places at an airport, use the airport construction drawings to determine exact elevation of each location.) Send requests and \$2.00 per sign to cover handling and shipping to: Bonzer, Inc., 90th & Cody, Overland Park, Kansas 66214.

With each request, Bonzer will include a free copy of the book, **THE VERSE BY THE SIDE OF THE ROAD**, by Frank Rowsome, Jr. It's the story of the Burma Shave signs and includes all 600 of the original jingles.

OUTSTANDING PILOT

Dr. John Stephan of Kalispell, has recommended to Rotornews that Ted W. Parod, co-owner and operator of Mountain West Helicopters, Kalispell deserves recognition in their publication.

Ted Parod began his flying career in 1965 at Agriculture Aviation Academy in Minden, Nevada. While at the Academy, Ted became Director of the school's instrument flight training program as well as a line instructor in helicopters. He flew the bush in Alaska for a year and thereafter served as a civilian helicopter instrument instructor for the Army at Fort Rucker, Alabama.

Montana's charisma brought Ted back in 1971 when he flew for Strand Aviation at Kalispell. Ted was instrumental in developing Mike's helicopter program. In August 1975 he and Hank Galpin founded Mountain West Helicopters.

The primary purpose of their Bell Jet Ranger was to provide emergency medical service to the Flathead Valley and western Montana.

Since October 1975 Ted has flown 120 emergency medical missions. Among these missions, Ted has landed on mountain tops at night with only a bonfire for illumination, flown patients for medical transport when weather conditions were extremely hazardous, and flown Glacier Park mountain missions when updrafts and downdrafts exceeded 2,000 feet per minute. In some instances it became necessary to land on one skid only so that the Emergency Medical Technician could slip out and construct a landing site.

It appears that during 1976 Ted Parod succeeded in using the helicopter as a tool to perform emergency missions which many people had thought were more or less impossible. According to Dr. Stephan, the doctors and nurses involved cannot categorically state how many lives were saved during this period but they realize that there definitely are some people alive today due to the expertise of Ted Parod.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO PILOTS PRIVATE

Nathaniel Webster Morris, Billings
Philip Lynn Moulden, Big Timber
George Ronald Pierce, Billings
Scott Brigham Johnson, Glasgow
Jerold Louis McKibbin, Miles City
Peyton Herbert Bennett, Scobey
Christopher Meredith Pfeifer, Aspen, CO
Bruce Stephens Haughey, Billings
Roy Richard Barnhardt, Billings
Richard Claude Christensen, Billings
Stanley W. Lefever, Lewistown
Dale Lynn Zeigler, Helena

K. C. Weingart, Winnett
Paul Joseph Buckus, Helena
Gregory Logan Curtis, Choteau
Neil Hans Boyd, Great Falls
Lyle Richard Watsunk, Helena
Timothy Orlan Heinle, Helena
Barbara Jean Lindner, Havre
Dolores Stensland, Wolf Point
Karl Gregory Knuchel, Missoula
Spichaël Lugene Stallings, Belgrade

Wayne Leroy Sturm, Polson
Dennis Gene Osler, Eureka
Robert Sidney Hamilton, Conrad
Larry G. Obie, Havre
Carey Clayton Allison, Wolf Point

Stanley Vida Glyshaw, Vida
Joan Armstrong Deist, Kalispell

David Harold Wold, Havre
Lemoyne Hanson, Helena
Malcolm John Berg, Yellowstone Park, WY

Donnell Francis Michels, Beach, ND

Scott Watson Hubbard, Kalispell
Kent Fred Bolstad, Kalispell
Raymond Richard Austin, Clancy
John Donald Duncan, Bozeman
Michael Floyd Anderson, Missoula

MULTI ENGINE

Joseph Michael Slager, Jr., Butte

Darrell Robert Johnston, Helena

COMMERCIAL

Ray Arthur Curtis, Billings
Rodney Lynn Reitan, Havre



NEW OFFICERS OF BILLINGS HANGAR

Shown in the accompanying photograph are, left to right: Bob Hector, Vice President; Orval Graham, Director; Dorothy Craig, Secretary; and Ray Curtis, President. Deanna Odegaard, Treasurer was not present for the picture. The officers were elected November 7. Photo courtesy of Jim Krieg.

Richard Charles Brockbank,
Helena
Michael Howard Peretti, Missoula
INSTRUMENT
Patrick Alan Herring, Jr.,
Bozeman
Myron Jay Winship, Missoula
Richard Christian Lee, Billings
FLIGHT INSTRUCTOR
Stephen Henry Palmbush,
Cut Bank
Allen Brooke Cacy,
Anchorage, AL
James Delano Paulson, Scobey
Richard William Xifo,
Brixtown, NJ
Richard David Hoffman, Bozeman
Richard John Clopper,
Ventura, CA
Robert Ross Craig, Bozeman
Michael George Rafferty,
Chester

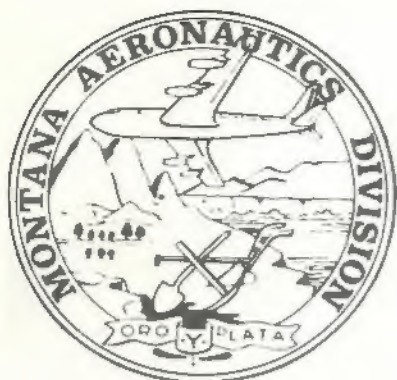


Beacon maintenance in the winter can be difficult. This scene is at Bonita Beacon.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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